SERVICE MANUAL

W130C
Wheel Loader

Print No. 47417753A

NEW HOLLAND CONSTRUCTION

MidWestTech | New Holland W130C Wheel Loader Service Manual | Publication 47417753A

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143 – Actuator

Check Points	Correct Reading	Possible Cause of Bad Reading
NOTE: *Remove connectors from DNS Actuator and DNS Driver prior to testing.*		
Pin 6 in wiring harness connector to pin 4 in Driver module (DNS49)	Continuity	Bad wire or connector.
Pin 5in wiring harness connector to pin 5in Driver module (DNS48)	Continuity	Bad wire or connector.

144 – Driver

Check Points	Correct Reading	Possible Cause of Bad Reading
NOTE: *Remove connectors from DNS Driver and HVAC2.*		
Between DNSS2 and DNS75	Continuity	Bad wire or connector.

145 – Electronic Water Valve

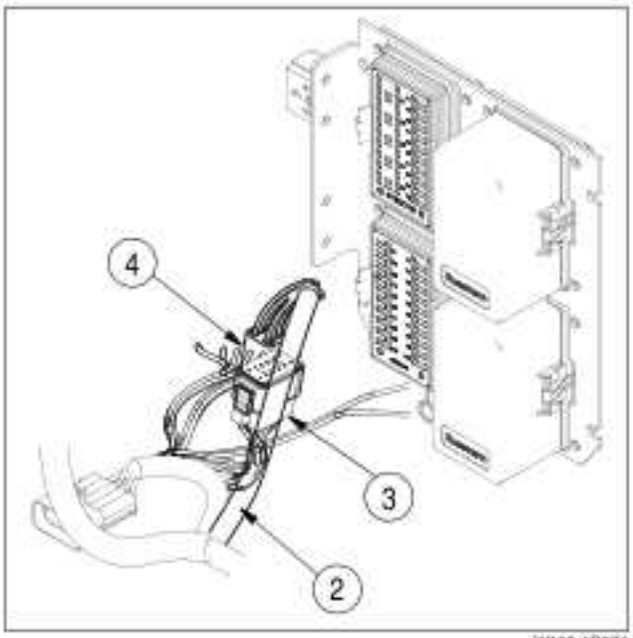
Check Points	Correct Reading	Possible Cause of Bad Reading
NOTE: *No information at time of print.*		

146 – Blower Motor Speed Resistors with Thermal Fuse

Check Points	Correct Reading	Possible Cause of Bad Reading
NOTE: *Disconnect the wiring harness connector DNS RESISTOR from the resistor.*		
Between terminals 1 and 4 of blower motor connector	Approximately x.x ohms	Bad blower motor resistor.
Between terminals 2 and 4 of blower motor connector	Approximately x.x ohms	Bad blower motor resistor.
Between terminals 3 and 4 of blower motor connector	Approximately x.x ohms	Bad blower motor resistor.

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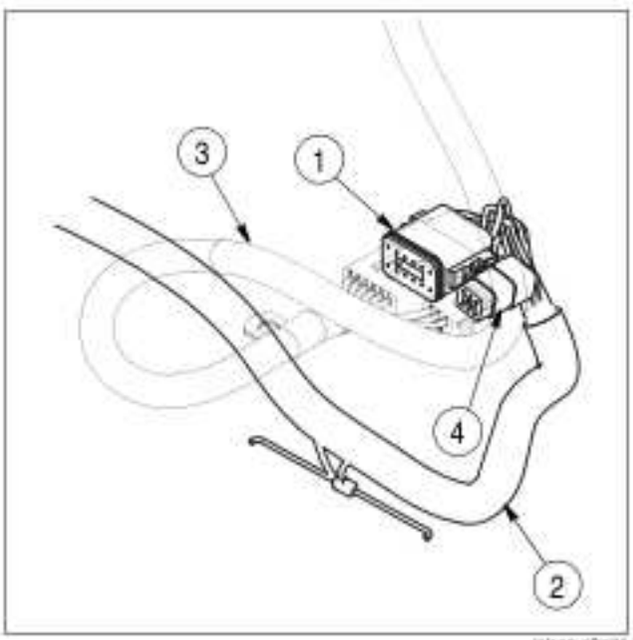
STEP 6



W130-4RD74

Disconnect the joystick harness (2) from the cab wiring harness (3).

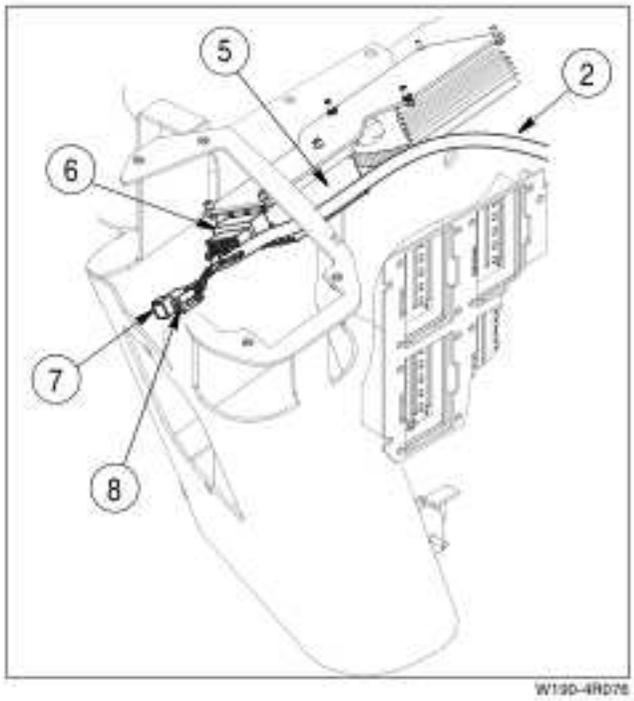
STEP 7



W130-4RD75

Disconnect the connector (1) from the joystick harness (2). Disconnect the armrest harness (3) from the six-position connector (4).

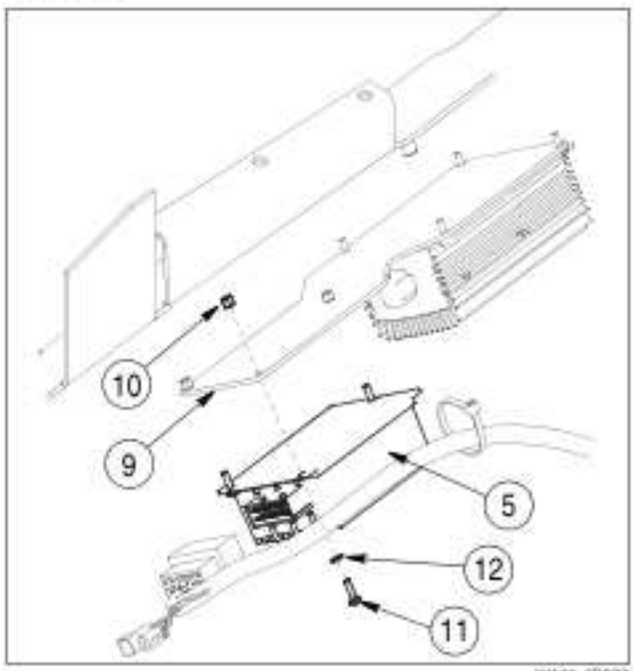
STEP 8



W130-4RD76

Disconnect the joystick cable (2) from the steering control module (5) by detaching the sixteen-position connector (6). Disconnect connector (7) from the transmission switch and the cab harness connector (8).

STEP 9



W130-4RD77

Remove the steering control module (5) from the supporting plate (9) by removing the three nuts (10), capscrews (11) and washers (12).

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CONVERTER OUT PRESSURE CHECK

Test Equipment Required

0 to 28 bar (400 psi) gauge with hose long enough to take readings in the cab and 38000509 Special Adapter.

Test Procedure

1. Block the machine tires.
2. Apply the parking brakes.
3. Install the pressure gauge.
4. Heat the oil to an operating temperature of 80 to 100° C (176 to 212° F).
5. While in the cab, put the transmission in NEUTRAL. Run the engine at full throttle. Record the reading in the chart on page 16. Pressure must be a minimum of 3.5 to 6.5 bar (51 to 96 psi).

LUBRICATION PRESSURE CHECK

Test Equipment Required

0 to 7 bar (100 psi) gauge.

Test Procedure

1. Block the machine tires.
2. Apply the parking brakes.
3. Install the pressure gauge in the cooler return line at the transmission.
4. Heat the oil to an operating temperature of 80 to 100° C (176 to 212 ° F).
5. While in the cab, run the engine at full throttle. Put the transmission in each gear and record the reading in the chart on page 16. Pressure must be 0.2 to 1.2 bar (3 to 18 psi).

FLOWMETER TEST

Test Equipment Required

380001740 Flowmeter Kit; 380001750 Flowmeter Adapter.

Flowmeter Test Procedure

1. Block the machine tires.
2. Apply the parking brakes.
3. Heat the oil to an operating temperature of 80 to 100° C (176 to 212° F).
4. Remove the filter and install the 380001750 adapter.
5. Install the flowmeter between the adapter and the filter.
6. While in the cab, run the engine at full throttle. Put the transmission in NEUTRAL and record the flow measurement. The correct flow is 80 L/min (21 U.S. gpm) at 2000 rpm.

CONSUMPTION TEST PROCEDURE

1. Block the machine tires.
2. Apply the parking brakes.
3. Heat the oil to an operating temperature of 80 to 100° C (176 to 212 ° F).
4. Install the flowmeter to converter outlet line (line to cooler) in series.
5. While in the cab, run the engine at full throttle. Put the transmission in NEUTRAL and record the flow measurement. The flow must be 9.1 L/min (2 U.S. gpm).
6. Repeat the procedure with the transmission in FORWARD in third gear. The flow must be 9.1 L/min (2 U.S. gpm).
7. Repeat the procedure with the transmission in REVERSE in third gear. The flow must be 9.1 L/min (2 U.S. gpm).

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